

The Hongkong Telegraph.

No. 174.

TUESDAY, AUGUST 15, 1882.

FIVE DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

HAVE RECEIVED EX LATE ARRIVALS.

ICE CHESTS & ICE CREAM FREEZERS.

POCKET KNIVES, RAZORS & SCISSORS.

BLOCKS, CANVAS, BRUSHES, PAINTS,

OILS, VARNISH AND OTHER

ARTISTS' SUPPLIES.

THE NEW NET UNDERSHIRTS

FOR WEAR IN THE TROPICS FROM

\$5 PER DOZEN.

TEA TASTERS' SCALES AND TIME

GLASSES.

LADIES' BATHING DRESSES.

GENTLEMEN'S BATHING DRESSES.

GENUINE MALTESE CIGARETTES

IN TIN FOIL BUNDLES.

LANE, CRAWFORD & Co.

Hongkong, 19th July, 1882. [295]

Insurances.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £3,000,000; PAID-UP £200,000

PAID UP RESERVE FUND £50,000.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [165]

THE Undersigned have been appointed

AGENTS to the NEW YORK BOARD

of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN

SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

YANGTSE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00

PERMANENT RESERVE.....Tls. 230,000.00

SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and

Accumulations, 8th

May, 1882.....Tls. 940,553.95

May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.

J. H. PINCKVOSS, Esq., Wm. MEYERINK, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.,

HEAD OFFICE—SIAMOAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARKING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all

parts of the world.

Subject to a charge of 12 per cent. for Interest

on Shareholders' Capital, all the PROFITS of the

UNDERWRITING BUSINESS are annually dis-

tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, 13th May, 1882. [55]

THE SOUTH BRITISH FIRE AND

MARINE INSURANCE COMPANY

OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT FIRE AND MARINE RISKS at Current

Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [164]

INTERNATIONAL NOVELTY

COMPANY.

KOOLANGSOO, AMOY, (CHINA)

(CLOSE TO THE UNION CHAPEL.)

IMPORTERS OF EUROPEAN

AND

AMERICAN NOVELTIES,

CONSISTING OF—

TRAVELLING BAGS, FANCY ARTICLES,

TRAVELLING TRUNKS, LADIES'

WORK BOXES, PENCIL CASES,

WATCHES, JEWELLERY,

CUTLERY, STATIONERY,

ELECTROPLATED

GOODS,

&c., &c., &c.

EMILE PFANKUCHEN.

Amoy, 25th July, 1882. [527]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions

from the MORTGAGEE to offer for Sale by

Public Auction, on

THURSDAY,

the 17th August, 1882, at Two O'CLOCK P.M.,

at the Premises,

A VALUABLE LEASEHOLD

PROPERTY

Comprising—

ALL that PIECE or PARCEL of GROUND

situate in Queen's Road East, Victoria,

Hongkong, abutting on the North side thereof

on the Queen's Road and measuring thereon

175 feet or thereabouts, on the South side

thereof on Ground now or formerly in the

possession of Government and measuring

thereon 175 feet, on the East side thereof on

Inland Lot No. 37, and measuring thereon

220 feet, and on the West side thereof on

Inland Lot No. 35, and measuring thereon

220 feet, which said PIECE of GROUND is

Registered in the Land Office as INLAND

LOT No. 74. Together with the 48 MES-

SURES thereon for the residue of a term

of 75 years and for the further term of 924

years.

THE Property will be offered for Sale in 48 Lots

and will be sold subject to the respective

lettings and tenancies thereof and to the

Crown Rent and Covenants payable and to

be performed therefor.

For Further Particulars and Conditions of

Sale, apply to

BRERETON & WOTTON,

Solicitors for the Mortgagee,

Hongkong.

or to

J. M. GUEDES,

Auctioneer,

Hongkong, 11th August, 1882. [524]

PUBLIC AUCTION.

THE Undersigned has received instructions

from the MORTGAGEE to offer for Sale by

Public Auction, on

THURSDAY,

the 24th August, 1882, at Two O'CLOCK P.M.,

at the Premises,

A VALUABLE LEASEHOLD

PROPERTY

Comprising—

ALL that PIECE or PARCEL of GROUND

situate in Staunton Street, Victoria, Hong-

kong, abutting on the North and East side

thereof on Staunton Street, and measuring

thereon 130 feet or thereabouts, on the South

West side thereof on other Portion of the

said Lot and measuring thereon 132 feet or

thereabouts, on the North West side thereof

on Sin Weng Street, and measuring thereon

205 feet or thereabouts, and on the South

East side thereof on Inland Lot No. 94

and measuring thereon 205 feet or there-

abouts, which said PIECE or PARCEL of

GROUND is Registered in the LAND

OFFICE as SECTION A of INLAND LOT

No. 157. Together with the 42 MES-

URES thereon for the residue of a term of

994 years.

THE Property will be offered for Sale in 42

Lots and will be sold subject to the respec-

tive lettings and tenancies thereof and to

the Crown Rent and Covenants payable

and to be performed therefor.

For Further Particulars and Conditions of

Sale, apply to

BRERETON & WOTTON,

Solicitors for the Mortgagee,

Hongkong.

or to

J. M. GUEDES,

Auctioneer,

Hongkong, 11th August, 1882. [562]

PUBLIC AUCTION.

THE Undersigned has received instructions

from the MORTGAGEE to offer for Sale by

Public Auction, on

SATURDAY,

the 25th August, 1882, at 3 P.M., on the

Premises,

ALL that PIECE or PARCEL of GROUND

Registered in the Land Office as INLAND

LOT No. 205E, measuring North-East 105

feet, South on Hollywood Road 37 feet,

North-West 37 feet, South-West 88 feet.

Together with the 2 HOUSES Nos. 97 and

99, Hollywood Road, and Nos. 1, 2, 3 and 4,

Ng-Kwai Lane.

For Further Particulars and Conditions of

Sale, apply to

J. M. GUEDES,

Auctioneer,

Hongkong, 14th August, 1882. [565]

FOR PRIVATE SALE.

MARINE LOT No. 65, containing Four

Substantially Built HOUSES and Four

Large GRANITE GODOWNS in the Praya

East and 17 CHINESE HOUSES in Queen's

Road East. The above Property will be Sold

in one Lot or in 4 separate Lots of one HOUSE

and 1 GODOWN in a Lot, and the 17 HOUSES

in another Lot.

For Price and Particulars, apply to

LEONG LUEN FO,

or to

J. M. GUEDES,

Auctioneer.

Hongkong, 19th July, 1882. [510]

J. M. GUEDES.

HOUSE AND LAND BROKER,

AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET,

HONGKONG.

Hongkong, 23rd January, 1882. [64]

Intimations.

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "IRACUNDY" AND OTHER LATEST ARRIVALS.

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,

COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,

Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk

Hose, Embroidered Silk and Ivory Fans, &c., &c.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer

Tweeds in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord

for Vests, Canvas Shoes, Silk Umbrellas, Gentlemen's and Ladies' Parisian

Boots and Shoes in great variety &c., &c.

Oriza's and Pinard's Perfumery in Great Variety, Vienna Cigar and Cigarette

Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases,

Needles, Ladies' Work Boxes.

A GREAT VARIETY OF FRENCH SCIENTIFIC BOOKS AND NOVELS.

&c., &c.

ECA DA SILVA & Co.,

48, QUEEN'S ROAD CENTRAL.

Hongkong, June 5th, 1882. [432]

SAYLE & CO.'S SHOWROOMS.

JUST LANDED DIRECT FROM PARIS.

SAYLE & CO.

ARE SHOWING IN THEIR

MILLINERY DEPARTMENT.

A CASE OF LADIES' PARISIAN TRIMMED HATS.

A CASE OF BOYS AND GIRLS STRAW HATS.

LACE DEPARTMENT.

A LARGE VARIETY OF ALFONCO, BRODERIE, VENICE,

SPANISH AND FRENCH LACES.

DRESS DEPARTMENT.

SPECIALITIES IN CREAM DRESS MATERIALS AND NEEDLEWORKS TO MATCH.

NEW SHADES IN SATIN SILKS, BOOTS AND SHOES, PERFUMERY, &c. &c.

A LIBERAL DISCOUNT FOR CASH.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 22nd June, 1882. [79]

ROSE & CO.

31 AND 33, QUEEN'S ROAD.

DRESS GOODS DEPARTMENT.

PLAIN PRINTED AND BROCADED SATEENS.

The New French Satin LISSE in Fancy and Plain to contrast for Costume, exquisite, light,

and Fashionable Material for this Season.

ZEPHYR CLOTHS IN LATEST STYLES OF PATTERN.

These Goods are recommended specially for their extreme lightness and durability

of Colour, for Washing Costumes they are unequalled.

MILLINERY DEPARTMENT.

WE HAVE JUST RECEIVED A CHOICE VARIETY OF

LADIES' STRAW HATS, MILLINERY TRIMMINGS, FLOWERS, FEATHERS,

RIBBONS AND THE LATEST NOVELTIES IN FANCY SILKS,

Intimations.

A. S. WATSON & CO.
SUMMER REQUISITES.
PRICKLY HEAT LOTION.
CARBOLIC SOAPS.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

SELTZ GENES.

EYE PROTECTORS.

EAR PLUGS,
FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTÉ.

FELLOW'S SYRUP.

OSGOOD'S INDIAN CHOCOLATE,
&c., &c.
A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS AND
AERATED WATERS
MANUFACTURERS.
HONGKONG DISPENSARY,
HONGKONG.
ESTABLISHED 1841. [43]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 15, 1882.

WE stated in our leader of the 12th inst. when discussing the business brought before the Legislative Council at the meeting held the previous afternoon, that a discrepancy existed between the respective statements of His Excellency the Governor and Mr. J. M. Price, with regard to the delay in commencing the work on the Breakwater at Causeway Bay, which outsiders were not in a position to explain satisfactorily. Strange to say, our contemporaries have almost quite ignored the extraordinary letter sent by Mr. PRICE to the Secretary of State, and which, in fairness to the Surveyor General, and at that officer's request, Earl KIMBERLEY desired should be read before the Council. As our old established journals have, as usual, shirked the responsibility, we claim the indulgence of our readers while we endeavor to throw some light on this vexed subject, with the hope of fixing the blame for the delay in commencing the Breakwater on the proper person.

On May 1st, 1882, Mr. J. M. PRICE wrote to Earl KIMBERLEY as follows:—

In Your Lordship's published despatch of the 9th of December, 1881, addressed to Governor HENNESSY, Your Lordship alluding to the breakwater at Hongkong says:—

"I am compelled to observe that I am much dissatisfied with the long delay which has occurred in connection with the work and the omission to furnish sufficient information to the Secretary of State in regard to it."

2.—To these remarks of Your Lordship, Governor HENNESSY, in his despatch noted in the margin January 24th, 1882, replies as follows:—

"Sir Michael Hicks-Beach's despatch of the 12th of April, 1878, was given to Mr. PRICE to act upon on the 3rd of June, 1878, but it was found in his desk two years and a half afterwards, with two brief pencil notes in his handwriting on the margin. When Mr. BOWLER found the despatch amongst Mr. PRICE's papers, undated with, he returned it to the Colonial Secretary, and looking to the passage in which Sir Michael Hicks-Beach says I should have no objection to the work being proceeded with without further reference to me, I at once directed Mr. BOWLER to proceed with the work forthwith, and he lost no time in doing so."

16.—For the previous long delay at which Your Lordship, not unjustly expresses some dissatisfaction, Mr. PRICE, the Surveyor General, was solely responsible. His explanation of why he could not do any other work as long as he had the repairs of the Praya Wall in hand have been submitted to Your Lordship in former despatches."

3.—This explanation of Governor HENNESSY at once casts upon me the disagreeable duty of acquainting Your Lordship that I never at any time received from the Governor directly, or through the Colonial Secretary, any instructions, verbal or written, official or unofficial, to begin the breakwater.

4.—I have also to inform Your Lordship that, in the absence of any instructions from the Governor to this effect, I never at any time expressed to His Excellency my inability to begin the breakwater until the Praya Works were finished.

5.—I should, however, mention that during a critical period of the monsoon, from June to September, 1879, when the houses fronting the sea were still exposed to destruction by a typhoon, by reason of the incomplete state of the Praya embankment, and at a juncture, therefore, when the entire attention of Mr. BOWLER, the executive officer of the Public Works Department, was monopolized by this particular work, the Governor having called for detailed plans of the proposed new Central School, I replied in a letter to Dr. Stewart, Acting Colonial Secretary, requesting that the preparation of the Central School, Hospital, and Gaol plans might be deferred for a brief period of three months, when the probability of a typhoon would have passed away, and when the temporary pressure on the Department would, therefore, have subsided. My request referred to these plans specially, and it is, therefore, not without surprise that I now find it transferred by the Governor to the breakwater also, and that the plea of the Praya Work is advanced by His Excellency on my behalf, as the sole reason why I did not proceed with the breakwater when, as a matter of fact, no authority whatsoever, for the commencement of the latter ever issued from the Governor's Office.

6.—As I gather furthermore, from the printed correspondence, that in previous despatches His Excellency has reported to Your Lordship the same professed inability on my part to undertake other works besides the breakwater during the entire continuance of the Praya reconstruction, extending over two years, I have to observe that such an allegation, if it was made, was equally based on a misconception, as my objection to divert the attention of the officers of my Department to any large undertaking was limited to the short and critical period of the monsoon, as will be clearly seen by a perusal of my letter to Dr. Stewart of which I attach, hereto, a copy of the paragraph referring to the subject.

7.—The history of the delay in the construction of the breakwater is briefly told. In 1878, Sir Michael Hicks-Beach having authorized the Colonial Government to set the work in hand without further reference to Downing Street, provided the cost did not exceed eighty thousand dollars, the Minister's despatch was transmitted to me by the Governor, unaccompanied by any authority or instructions to begin operations, but simply with a view to obtaining from me, as a preliminary step, a statement of the cost of the structure as proposed to be now modified by Sir John Coode. The estimate was calculated, and found to be under the sum stipulated by Sir Michael Hicks-Beach, and accordingly in a Schedule of the Estimate of Cost of the various larger public works in contemplation for Hongkong, which I prepared for the Governor and furnished to Mr. Marsh, the Colonial Secretary, the item of the breakwater was included.

From the time that this Estimate was supplied to Governor HENNESSY, until I left the Colony, His Excellency did not favor me with any further communication on the subject, and pending His Excellency's arrival at some decision, favorable or unfavorable to the inauguration of the work, the despatch of Sir Michael Hicks-Beach, containing the professional report of Sir John Coode, and the plan of the structural modifications recommended by the consulting Engineer, continued to remain among the documents of my Department for reference on technical points when occasion should arise.

8.—As I am, therefore, unable to accept the burden of the responsibility for the delay which the Governor transfers to my shoulders, I have very respectfully to beg that Your Lordship will, as a matter of justice to myself, allow the correspondence that has been printed and laid before the Legislative Council to be completed by the addition of this letter, and that Your Lordship will be pleased to instruct His Excellency the Administrator, to lay a copy of it on the Council Table.

Our Surveyor General is a capital advocate of his own interests, and it must be admitted that, if the above plausible statements could be corroborated by reliable evidence of any description whatsoever, Mr. PRICE's case would be a good one. However, the explanation, clever as it is in many respects, has one overpowering defect, namely—its notable lack of accuracy. Not even Mr. PRICE's reckless audacity can stand a chance of success against a plain, unvarnished statement of facts; facts which cannot be controverted. Our readers have no doubt carefully studied the eight elaborate paragraphs in which the Surveyor General tries to set up a defence that will bring confusion to his enemies. We now ask them to study as carefully, the same number of paragraphs in which we hope to show how feeble, even clever men become when fighting against the honest truth. The true version of the delay in commencing the Breakwater at Causeway Bay is as follows:—

1.—The authority of the Secretary of State to proceed with the works dated 12th April, 1878.

2.—This authority reached Hongkong about five weeks after that date, say, May 19th, 1878.

3.—At that time Mr. J. M. PRICE was Acting Colonial Secretary.

4.—The papers were handed to Mr. PRICE in the ordinary way for action, i.e. to have them registered in the Colonial Secretary's office, minutes by him, and passed to the Acting Surveyor General, Mr. E. BOWLER.

5.—As a matter of fact, Mr. PRICE did not cause the documents to be registered; and he did not pass them to the Acting Surveyor General.

6.—Mr. PRICE had taken over temporarily the duties vacated by Mr. J. GARDNER AUSTIN; but within a few months the late Mr. CHARLES MAY became Acting Colonial Secretary, and Mr. PRICE returned to his duties as Surveyor General.

7.—Mr. PRICE did not, even after returning to his duties, send the documents to the Colonial Secretary's Office for registration and instructions, neither did he cause them to be registered in his own department; but in a surreptitious manner he retained possession of them, and nothing further was heard of their existence until they were discovered amongst Mr. PRICE's papers two years and a half after they first came into his hands.

8.—Mr. PRICE had doubtless his own reasons for causing this delay, one of which may be, that the observations made by Sir JOHN COODE on the project prepared by Mr. PRICE, were not at all of a flattering character; indeed, if report speaks truly, quite the contrary. The delay in carrying out the project would of course facilitate the suppression of these adverse comments.

We need not dwell further on the subject. The foregoing are substantial facts which cannot be controverted. What then must every honest-minded man think of the audacious statements made in Mr. PRICE's letter to Earl KIMBERLEY, disclaiming any responsibility in causing the delay in the construction of the Causeway Bay Breakwater?

TELEGRAMS.

LONDON, 12th August.
THE ARREARS OF RENT BILL.
The House of Lords has adopted the Commons' amendments to the Arrears Bill.

A WINTER SESSION OF PARLIAMENT.
Parliament will be prorogued on the 18th inst., and will reassemble at the end of October.

AFFAIRS IN EGYPT.
All is quiet at Alexandria.

AGITATION IN SYRIA.
An Anti-Christian agitation has commenced in Syria.

LOCAL AND GENERAL.

The *Olympia* came out of the Cosmopolitan Dock, and the *Rajasthanhar* docked at Aberdeen to-day.

THE visitors to the City Hall Museum for the week ended 13th August, were:—European, 154; Chinese, 163; total, 317.

An unemployed Chinaman, who received a similar dose for larceny in July 1880, was sentenced to six months' hard labour this morning by Captain Thomson, for burglariously entering the house No. 15, Sai Wo Lane, and stealing therefrom a jacket, the property of a mat-packer.

THE recognition of a Yeksha coolie who had bound himself in \$5 to appear yesterday at the Police Court to further answer to a charge of loitering in Queen's Road central with his vehicle, was estimated this morning by Mr. Welchhouse, and in default of payment the street obstructionist was sent to gaol for 14 days with hard labour. His stomach ache which he pleaded in excuse for not showing up, failed to move the Magistrate's pity.

UNDER the heading "Troubled Sea Tramps," the San Francisco *Chronicle* of July 7th says:—Assistant Surveyor of the Port Brown filed information with the Collector of the Port yesterday, stating that the berths on the *Scraper* are constructed contrary to law, they not being partitioned off as is provided, though they run parallel to the sides of the vessel. For this light dereliction on the part of the Hongkong carpenter, Captain North may have to contribute about \$4,170 to the United States Treasury. Henry Hoebner, Master of Vessels, was occupied in the afternoon in measuring the ship. The United States District Attorney has filed a libel against the *Unger Head*, Captain Alfred Roper, and all persons having or claiming to have an interest in her, in a cause of forfeiture for the recovery of penalties, civil and maritime, to the amount of \$4,040 (\$5 for each of the 80 steerage passengers) for not having the berths constructed according to law.

WE learn that telegrams were received yesterday at Government House, and Jardine's, to the effect that His Excellency the Governor had obtained an additional six months leave of absence. This would appear to indicate that the former arrangements have been set aside, rendering Sir John Pope Hennessy's return to Hongkong highly improbable. Although equally authoritative telegrams regarding Governor HENNESSY have previously turned out mere canards, we see no reason to doubt the authenticity of the news received yesterday. Until definite information has been received on the subject, it would be idle to speculate on the events which have led to this new line of policy. We may observe, however, that the assension, which appears in one of our contemporaries, stating it was well known here more than a month ago that the Governor would never return to the Colony, is a deliberate and at the same time a very foolish and altogether unnecessary lie. We have evidence at our disposal, which cannot be doubted, that at the departure of the last French mail from London, Sir John Pope Hennessy had arranged with the Colonial Office to leave for Hongkong at the end of the present month.

AN extraordinary general meeting was held yesterday at the Club Lusitano to consider the steps to be taken by the Committee in the action Consul Loureiro has instituted against the Club. The members were very excited throughout, so much so that the business before the meeting was not even discussed, and the meeting terminated with a vote of confidence in the Committee, thus leaving the business entirely in their hands. At the commencement of the meeting several members commented rather strongly on the Committee for their conduct in not coming to an amicable settlement of the affair after receiving the conciliatory letter addressed to them by Mr. Loureiro's solicitors. This caused a good deal of indignation, and accusations and recriminations were freely exchanged. A proposal made to reinstate Mr. Loureiro as a member was received with shouts and hisses, and was not even put to the vote. The declaration of the President that the costs of the legal suit would be defrayed by a subscription of ten cents from each of the members, any balance to be made good by a select few who had offered their aid, was received with much applause.

WE are informed by the agents, Messrs. Adamson, Bell & Co., that the steamship *Stirling Castle*, from London, will leave Singapore tomorrow for Hongkong.

WE hear from Macao that the auction of the Salt Monopoly for the ensuing year took place on Saturday last, the 12th inst. The monopoly realised \$11,300, being an advance of \$4,000 on the price paid last year.

WE learn that the steamship *Penado*, while on the passage from Iloilo to Saigon, on July 31st sighted the wreck of a barque sunk in about 9 fathoms of water, on the bank at the S.E. end of Comorcan Island, in the Malabar Straits. The sunken vessel had white mast-heads; her lower yards were under the water. From all appearances the vessel had only recently been sunk, as the sails were still on the yards. As the weather was fine and clear, it was supposed the crew had landed on Balabar Island, which was distant about 8 miles from the wreck.

THE Czar of all the Russias, says the *Overland Mail*, is a most unhappy man, and one who is seriously and deeply to be pitied. He cannot be crowned in Moscow, the ancient capital of the Empire, for it is reported that the whole town is absolutely undermined, and that his advent in the city would cause his immediate death. Lately he left Gatchina for Peterhof. Now at the former he was most closely and carefully guarded; every visitor was searched; there were triple walls surrounding the castle, and the sentries were numbered by thousands. But, in spite of all these precautions, a mine artificially dug under the private apartments of His Majesty has been discovered. It is curious to note that the architect of this last infernal plot is the son of an old and trusted palace official, who, in spite of the gifts lavished on his father and himself, has been "got at" by the Nihilists, and made the instrument of a most diabolical attempt; since the idea was not only to kill the Emperor, but to murder at the same time the Empress and her newly-born infant, as well as all the other members of the Imperial family, who were at Gatchina. Though no Englishman can sympathize with the peculiar and tyrannical form of Government which is existent in Russia, yet every true man must deprecate horrors of this kind. The Czar is not directly responsible for what goes on throughout his dominions; and every attempt to obtain reforms by murders cannot be too sternly put down.

"BANIAN," the author of the irresponsible chatter which appears weekly in the *Daily Press* under the very appropriate title "Chit-chat," has evidently a very high opinion of his own wisdom and experience. He is, no doubt, a devilish clever dog; but might we be allowed to suggest that he has yet something to learn, even about China. In his latest contributions he says:—"Truly wonderful are the tales travellers tell. Some gifted genius has contributed to the magazine known as *Temple Bar* a paper on 'Manners and Customs of the Chinese,' in the course of which he calmly asserts that 'it is no rare thing to see basketsful of babies (female Chinese) sent down from Canton to Hongkong for sale, at prices ranging from two to five dollars.' There are more things go on in Hongkong than are dreamed of in my philosophy, no doubt, but I think I may characterise this as an audacious invention." Would Mr. "Banian," who evidently wishes to be taken for a very old Hongkong resident, be surprised to learn that the "gifted genius" who wrote the article in *Temple Bar* is perfectly correct in his assertions regarding the "Manners and Customs of the Chinese," and that he ("Banian") has given himself clean away by his lamentable display of ignorance regarding a matter which is thoroughly well known to every person who has lived in Canton or Hongkong for any length of time. So far from being "an audacious invention," the statement in *Temple Bar* about Chinese babies having been sent in baskets for sale in Hongkong, is an absolute fact. The custom is not so common as it is used to be; but it still exists. The trade in women; police supervision notwithstanding, is notorious. So there are actually things going on in Hongkong which "Banian's" philosophy has not yet dreamed of.

THE *Overland Mail* very pertinently asks—What are the French naval preparations intended for? To safeguard the commercial interests of France in the East assuredly requires no such formidable fleet as is now in course of concentration in the Mediterranean. The *Temps* states that it is meant solely to control England, and to counteract the operations of her fleet. Fickle and untrustworthy though our Gallic brethren have shown themselves to be throughout the recent negotiations, there is little reason to fear their wilfully falling foul of England. The preponderance of British interests in Egypt and the Suez Canal has been never disputed by our courteous rivals, yet all the same it is difficult to coincide the present preparations with a simple intention to aid England in suppressing Arabi's influence. "Possible contingencies" are the excuse made for this enormous mobilisation; but what may we ask, are the "contingencies" in prospect? Whom has France to fear in the East? Not Germany, not Russia, but this country, if any; and it seems scarcely straining the interpretation of words to say that the "possible contingencies" alluded to by the *Debate* has indirect reference to this nation. Any way, in the face of these preparations the country will do wisely to strain every nerve to place a fleet prepared to encounter all contingencies and all possible combinations. The news that reaches us from Berlin about diplomatic semi-official suggestions having been made for the borrowing of German regiments is likewise not without some significance, especially when read between the lines in connection with the evidently wavering concord between France and this country. It looks very much as if Government were growing sick of trying to work *con amore* with our fickle ally; that the Anglo-French control was a thing of the past, and that, with a view to "contingencies" they are casting about for other friendships.

A CELESTIAL fortune-teller, known to the police as a harmless lunatic, proved himself not altogether unreasonably, object, that a general lamb-like this morning by giving a coolie a slight stab with a knife, possibly to ascertain if the coolie belonged to the pachydermata. Mr. Wodehouse signified his readiness to discharge the insane vaticinator if the Tung Wa Hospital would take charge of him, and directed a letter to be written making the enquiry.

THE Chinese authorities on the mainland appear to be just now considerably exercised over the doings of the Secret Societies. A huge official proclamation, some five feet long and two feet broad, is posted up both in Canton and Kowloon City, stating that in places along the sea coast of the south-east of the Sun On district and its dependencies (Kowloon City is in this district), lawless characters have lately assembled in great crowds to bind themselves together by oath; that they hold meetings once or twice a month, assembling at night and dispersing at day-break; that their proceedings are very cunning and mysterious, and that they are awaiting an opportunity to raise a disturbance. The proclamation goes on to say that they ought to be expelled as soon as possible, in order that they may not delude the minds of others and make mischief. Instructions are then given to certain officials to make arrests in accordance with the secret dispatch sent by the Acting Viceroy of the Two Kwang, parties of soldiers and police to be at once sent to the places to make arrests, and informers also to be engaged to institute strict enquiries into the machinations of the Secret Societies. The leading men are directed to be apprehended, in order that they may be tried and dealt with, which may be taken to mean, in order that their heads may be chopped off. In our issue of the 7th inst., we mentioned that we had heard the Colonel in command of the troops in Kowloon City had applied to Canton for re-inforcements, as a precautionary measure against a rising of the members of the Triad Society there. A spirit of rebellion against constituted authority would appear to be abroad on the mainland, with what object it would be difficult to say. We pity the unfortunate conspirators who may happen to fall into the hands of the merciless mandarins, whose relentless methods of stamping out rebellion are only too well known.

THE HON. F. BULKELEY JOHNSON AND THE HOWARD ASSOCIATION.

As Mr. Bulkeley Johnson appears so anxious to attain notoriety, we think it only fair to give his correspondence with the Secretary of the Howard Association the widest publicity we can, as not only the colonists of Hongkong, but the whole of the foreigners in China ought to know what a determined and accomplished defender they have in the person of our irrepressible Member of Council. It is not our intention to attempt to criticise Mr. Johnson's so-called explanation, which is simply a venomous attack on Sir John Pope Hennessy. The honourable gentleman's extraordinary letter bears its own condemnation almost in every line. The *Daily Press* has already licked Mr. Johnson's boots; the *China Mail* will no doubt follow suit. We prefer to leave the community to judge for themselves between the Howard Association and Mr. Bulkeley Johnson on the merits of the correspondence. We have, for some considerable time past, been opposed politically to Mr. F. Bulkeley Johnson; but we never doubted, in spite of our differences, that he was a thorough gentleman. We doubt it very much now, and we have good grounds for doing so. Mr. Bulkeley Johnson's uncalled for references, in his letter to Mr. Tallack, to what he terms a late disgraceful scandal—meaning the affair in which Mr. T. C. Hayllar and Dr. Etel were mixed up with certain private differences between Sir John and Lady Pope Hennessy at Government House—we consider ungentlemanly in the highest degree, and a flagrant outrage on good taste. The following letters speak for themselves:—

Via Naples.
HONGKONG, December 3rd, 1881.
WILLIAM TALLACK, Esq.,
Secretary,
HOWARD ASSOCIATION,
5, Bishopsgate Without, E.C.,
London.

SIR,—The following statement, purporting to have been extracted from the annual report of your Association, has been reproduced in one of our local newspapers:—

"Another example of this" (cruel treatment of prisoners) "was afforded by the barbarism of criminal treatment at Hongkong, until the noble-hearted Governor Pope Hennessy braved the opposition of selfish and unhuman colonists, and effected a practically successful reform of the system."

This statement, so injurious to the good name of Her Majesty's subjects in this Colony, is, untrue, and, as I feel sure that it would not have found a place in the report of your eminent and useful Association, unless it had been supported by, what you deemed, adequate testimony, I venture to request that you will furnish me with the authority or authorities upon which you adopted it as the deliberate expression of your belief.

It is my intention to avail myself of the earliest opportunity to bring the passage in your report which I have quoted above, to the formal notice of the Legislative Council of the Colony, but the meetings of that body are held at such irregular intervals, and the facilities afforded to unofficial members for the discussion of such questions are so limited, that some time may elapse before I shall be able to do so.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) F. BULKELEY JOHNSON,
Member of the Legislative Council of Hongkong.

Secretary of the Howard Association to the Hon. F. Bulkeley Johnson.

THE HOWARD ASSOCIATION,
5, Bishopsgate Without,
London, E.C.
January 10th, 1882.
DEAR SIR,—Your letter from Hongkong, dated December 3rd, reached me yesterday, and I have at once looked up various papers and authorities on the subject, so as to be able to reply promptly. But, in the first place, it may be remarked that it is matter for surprise that we should have received any letter at all from Hongkong, written under an apparent impression that the penal system of that Colony had been open to serious

objection. For it is a matter of world-wide notoriety. Have you not seen the principal English journals of the past few years? Have you not read the Parliamentary and other State papers in which this subject has been treated by His Excellency Governor Pope Hennessy, Earl Kimberley and others? Have you not read the letters to the English newspapers, on the question, by Mr. Peter A. Taylor, M.P., and others? Perhaps, however, in your distant part of the world, you have not seen, or read, these statements. And even if you have, you might, and perhaps not altogether unreasonably, object, that the general statements in the public press are not a sufficient authority for grave imputations upon any system, or upon any community. Well, let us at once assume this to be so, and set aside all the newspaper correspondence and statements and confine the matter to official reports.

In the autumn of 1879 there was published an official correspondence between the Governor of Hongkong and the Colonial Office. In that correspondence, Governor Hennessy gave an account of what had come under his personal observation and which indicated a very grave and objectionable state of things in the local penal system. For example, he found two prisoners, who had been flogged nine days previously, and who were still bleeding from the wounds occasioned by those floggings—one of the prisoners having eight, and the other twelve such wounds. It further appeared that prisoners, previously to being flogged, were placed on a very weakening diet of rice and water, whereby their floggings were rendered still more penal. Also in about a year and a half, more than two hundred floggings were inflicted upon the prisoners in Hongkong gaol. Governor Hennessy reported to the Secretary of State for the Colonies that—"This is probably without a parallel in any part of the civilized globe of the same amount of population."

From further official correspondence, published in August 1881, it appears that the humane Governor's interference had already been followed by a material decrease, both in grave and in minor crimes, in spite of the decrease, or disuse of flogging.

The news from the Colony, received from time to time, has shown that much opposition, by some of the Colonists, has been manifested to the Governor's Christian and philanthropic exertions. But here, in Great Britain, there appears to be a general concurrence of public opinion in support of the Governor's action, which is regarded as that of a noble-hearted and courageous man, and as a worthy representative of the illustrious and merciful Sovereign, for whom, and in whose name, he administers the affairs of your Colony.

And it is to be hoped, that amongst the European, as certainly amongst the Chinese population of Hongkong, there are many persons who cordially support and honour the Governor's wise and humane procedure; though it is evident that some, on the other hand, have endeavoured to thwart and discourage him.

Doubtless, neither Governor Hennessy, nor those who, in this country, admire his course of action, would desire to encourage crime, or to pamper prisoners. On the contrary, they would promptly admit that it is no true humanity to render prisoners either attractive or insufficiently penal. The proper function of a prison is to tend permanently to empty itself. And all experience shows that this is best secured by a due combination of reformatory with deterrent, and of preventive with repressive, treatment. The prompt, but slothful, resort, to mere wholesale floggings, has, wherever it has been resorted to, tended to crush men into permanent shame and crime. They have had to be flogged again and again, and imprisoned time after time. I speak now of flogging as a general feature of any system. Experienced criminal administrators, who do not wish to see flogging absolutely abolished, but mainly held in terror, for resort in extreme cases, have repeatedly stated their conviction that, in this sparing infliction, and on rare occasions, consists its only merit. But even the recent official statistics of your own Colony now prove the failure of the former flogging system, and the more repressive as well as preventive efficacy of Governor Hennessy's wiser substitute.

I shall lay this correspondence before our Committee, and, meanwhile,

I remain, Sir,
Yours very respectfully,
WILLIAM TALLACK,
Secretary of the Howard Association,
F. BULKELEY JOHNSON, Esq.,
Member of Legislative Council.

Secretary of the Howard Association to the Hon. F. Bulkeley Johnson.

THE HOWARD ASSOCIATION,
5, Bishopsgate Without, London, E.C.,
28th January, 1882.

DEAR SIR,—Since I wrote to you, I have made further inquiry about Hongkong from several gentlemen who have been there, including persons in responsible official positions and thoroughly acquainted, from personal knowledge and observation, with what has occurred there of late years.

They quite confirm our previous information and impressions. We have, therefore, nothing to qualify in, and nothing to withdraw from, the expressions in the three lines of our Report which relate to Hongkong.

But it is to be hoped that the British inhabitants of that Colony will increasingly manifest their superiority of race by a Christian spirit towards the Asiatic races, and by a generous and gentlemanly appreciation of the humane, wise and humane Governor as Sir John Pope Hennessy.

I remain, Sir, with good wishes for yourself and all other Hongkong Colonists,
Yours very respectfully,
WM. TALLACK,
Secy. H.A.

F. BULKELEY JOHNSON, Esq.

The Hon. F. Bulkeley Johnson to the Secretary of the Howard Association.

HONGKONG, June 14th, 1882.
SIR,—The pressure of numerous engagements, and, during the past two months, absence from the Colony, have necessitated considerable delay in the transmission of my reply to your letters dated 10th and 26th January last.

It has been with no little surprise I have learned that simultaneously with the despatch of your letter of the 10th January to me, you forwarded, a copy of it to the London Press without the acquiescence of the contents of which you professed to reply. The terms of your letter caused it to appear that you were repelling an attack made by me upon the policy of the Governor of Hongkong, with regard to the treatment of criminals, to the defence of which you have hastily rushed with an ardent and very pleasing to Sir John Hennessy, but unfortunately entirely out of place in connection with the question I raised, and to which I must beg to recall your attention.

The request I made to you in my letter of the 3rd December was that you would be so good as to furnish me with your authority, upon the strength of which your Society, in its latest report, has not hesitated to brand publicly the colonists of Hongkong with being "selfish and unhuman," in having offered an opposition, which it was necessary for a "noble-hearted" Governor "to brave" to reforms in prison discipline. In reply you ask me if I have read the Parliamentary Blue Books on the subject, or have had under my notice the expression of opinion on

8 | * But not Warrant Officers, viz. :—Conductor, Gunner, Boatswain, or Carpenter.

Commercial.

THIS DAY.

Business in the Share Market is still very slack. The only transactions which have come under our notice this morning, are a few sales of fees at \$140 per share, being an advance of \$2 per share on yesterday's quotation.

Since noon, Ducks have been negotiated at quotation for end of the month. Hotels are wanted at \$105 per share, ex div. China Sugars have changed hands at \$192 per share for end of the month; the stocks being fairly firm at that figure, we give it as the quotation for cash. Hongkong Leas are very firm, shares being wanted at quotation. No other stocks require special comment.

SHARES.
Hongkong and Shanghai Bank—131 per cent premium, buyers.
Union Insurance Society of Canton—\$1,635 per share, buyers.
China Traders' Insurance Company—\$1,575 per share, ex div.
North China Insurance—11.225 per share, ex div.
Canton Insurance Company, Limited—\$80 per share.
Yangtze Insurance Association—11.870 per share.
Chinese Insurance Company—\$240 per share, buyers.
On Tai Insurance Company, Limited—11.150 per share.
Hongkong Fire Insurance Company—\$1,020 per share, buyers.
China Fire Insurance Company—\$315 per share.
Hongkong and Whampoa Dock Company—50 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.—\$27 per share premium, ex div.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$105 per share, ex div, buyers.
Indo-China Navigation Company, Limited—3 per cent. premium.
China Sugar Refining Company, Limited—\$192 per share, sellers.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$130 per share, sellers.
Hongkong Ice Company—\$140 per share, buyers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Chinese Imperial Loan of 1878—14 per cent. prem. ex div.
Chinese Imperial Loan of 1881—24 per cent. prem.

ON LONDON.
Bank Bills, on demand 3/9
Bank Bills, at 30 days sight 3/9 1/2
Bank Bills, at 4 months sight 3/9 1/2
Credits, at 4 months sight 3/9 1/2
Documentary Bills, at 4 months sight 3/9 1/2

ON PARIS.
Bank Bills, on demand 4/70
Credits, at 4 months sight 4/70 1/2
ON LOMBARDY.—Bank, T.T. 22 1/2
ON CALCUTTA.—Bank, T.T. 22 1/2
ON SHANGHAI.—
Bank sight 7 1/2
Private, 30 days sight 7 1/2

EXPORT CARGO.
Per City of Tokio, str. for Yokohama.—5 hundred Kattans, 68 pieces from Bars, 26 pieces Ivory, 45 packages Lard, 784 bags Sugar, 160 packages Merchandise, and 35 packages Tea. For San Francisco.—237 hals Gunnies, 150 cases Nui Oil, 23,633 bags Rice, 403 bags Beans, 85 bags Sugar, 2 cases Silks, 10 cases Tea, 471 packages Merchandise, 300 packages Hemp, and 543 packages Tea. For Victoria.—60 cases Merchandise. For La Libertad.—1 case Silks. For Punta Arenas.—21 bags Flour, 11 packages Merchandise, and 4 packages Silks. For Acapulco.—1 case Silks. For Panama.—150 bags Rice, 34 packages Merchandise, and 35 packages Tea. For Chicago.—136 cases Tea. For New York.—200 packages Silks, 63 packages Tea, and 17 packages Merchandise. For Boston.—148 packages Tea. For Calcutta.—6 packages Merchandise, and 7 packages Silks.

OPIUM MARKET.—THIS DAY.

New Malwa (Allowance, Tals 56) per picul, \$620
Old Malwa (Allowance, Tals 56) per picul, \$680
New Patna (first choice) per chest, \$600
New Patna (bottom) per chest, \$605
Old Patna (bottom) per chest, \$575
New Benares (without choice) per chest, \$570
New Benares (bottom) per chest, \$572
Persian per picul, \$410

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer.	Thermometer.	Wind.	Sea.	Remarks.
Barometer, level of the sea in inches, tenths and hundredths.	Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation.—Direction of Wind, in registered every two points, N., N.E., E., etc.—Force of Wind, calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 fresh, 7 to 9 strong, 9 to 12 heavy, 12 to 15 violent.—State of Weather, B., Clear, C., Cloudy, D., Drizzle, F., Fog, G., Foggy, H., Hail, I., Lightning, M., Mist, O., Overcast, P., Passing showers, Q., Squally, R., Rain, S., Snow, T., Thunder, U., Wind threatening, V., Visibility, W., Storm, Z., Calm.	Direction of Wind, in registered every two points, N., N.E., E., etc.—Force of Wind, calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 fresh, 7 to 9 strong, 9 to 12 heavy, 12 to 15 violent.—State of Weather, B., Clear, C., Cloudy, D., Drizzle, F., Fog, G., Foggy, H., Hail, I., Lightning, M., Mist, O., Overcast, P., Passing showers, Q., Squally, R., Rain, S., Snow, T., Thunder, U., Wind threatening, V., Visibility, W., Storm, Z., Calm.	Direction of Wind, in registered every two points, N., N.E., E., etc.—Force of Wind, calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 fresh, 7 to 9 strong, 9 to 12 heavy, 12 to 15 violent.—State of Weather, B., Clear, C., Cloudy, D., Drizzle, F., Fog, G., Foggy, H., Hail, I., Lightning, M., Mist, O., Overcast, P., Passing showers, Q., Squally, R., Rain, S., Snow, T., Thunder, U., Wind threatening, V., Visibility, W., Storm, Z., Calm.	Remarks, level of the sea in inches, tenths and hundredths.

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation.—Direction of Wind, in registered every two points, N., N.E., E., etc.—Force of Wind, calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 fresh, 7 to 9 strong, 9 to 12 heavy, 12 to 15 violent.—State of Weather, B., Clear, C., Cloudy, D., Drizzle, F., Fog, G., Foggy, H., Hail, I., Lightning, M., Mist, O., Overcast, P., Passing showers, Q., Squally, R., Rain, S., Snow, T., Thunder, U., Wind threatening, V., Visibility, W., Storm, Z., Calm.

Shipping.

ARRIVALS.

August 14, YANG-VOO, Chinese corvette, Captain Chang, Keelung 11th August.
August 14, ATJRI, Dutch steamer, 931, J. W. Scheepers, Batavia 1st August, and Saigon 10th, General.—Jardine, Matheson & Co.
August 14, CARISBROOKE, British steamer, 960, H. Wharton, Singapore 8th August, General.—Hui Hin Chan.
August 15, CHU-YUEN, Chinese steamer, 1,196, Wallace, Shanghai 11th August, General.—C. M. S. N. Co.
August 15, PERIDO, British steamer, 652, Kenderline, Saigon 10th August, General.—Melchers & Co.
August 15, BANGALORE, British steamer, 1,309, J. P. Hassall, Yokohama 5th August, General.—P. & O. S. N. Co.
August 15, ASIA, Danish steamer, 880, Djorup, Keelung 13th August, Coals.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Overseas, British steamer, for Amoy.
Jagan, British steamer, for Saigon.
Nani-ran, French steamer, for Haiphong.

DEPARTURES.
August 14, ESERALDA, British steamer, for Amoy and Manila.
August 14, PENG-CHAO-HAI, Chinese gunboat, for Canton.
August 14, HECIT, German sch., for Chefoo.
August 14, SPARKS, American schooner, for Haitian Straits.
August 15, YUNG-POA, Chinese gunboat, for Foochow.
August 15, RAVEN, British bark, for Tientsin.
August 15, BELLEPHON, British steamer, for Singapore, &c.
August 15, LUCY A. NICKELS, Amer. ship, for San Francisco.
August 15, TAY-WAT, Siamese bark, for Swatow.
August 15, WELLE, German str., for Canton.
August 15, CHU-YUEN, Chinese str., for Canton.

PASSENGERS—ARRIVED.
Per Atjeh, str. from Batavia, &c.—101 Chinese.
Per Carisbrooke, str. from Singapore.—472 Chinese.
Per Chien-yen, str. from Shanghai.—60 Chinese.
Per Penda, str. from Saigon.—Mr. A. Luder and 56 Chinese.
Per Bangalore, str. from Yokohama.—Messrs. Partridge, Waring, Manica, Ferner, and Roquet, and 5 Chinese.

DEPARTED.
Per Hecit, str., for Singapore.—Messrs. James Lloyd and James Gray. For London.—Messrs. Thomas Grey and Laws.
Per Overseas, str., for Amoy.—110 Chinese.
Per Jagan, str., for Saigon.—12 Chinese.
Per Nani-ran, str., for Haiphong.—47 Chinese.

REPORTS.

The Danish steamship *Asia* reports left Keelung on the 13th instant. Had calm and fine weather.
The British steamship *Carisbrooke* reports left Singapore on the 8th instant. Had fine weather throughout.
The British steamship *Penda* reports left Saigon on the 10th instant. The first part had moderate Southerly wind and sea. The latter part had varied winds and dark gloomy weather with squalls.
The Chinese steamship *Chien-yen* reports left Shanghai on the 11th instant. Had light wind and fine weather. On Sunday, at 3 p.m., passed the P. M. steamship *City of Tokio*. On Monday, at 7 p.m., passed the steamship *Footsang*.
The Dutch steamship *Atjeh* reports left Batavia on the 1st instant, and Saigon on the 10th. During the passage till lat. 17° N. and long. 112° E., had fine weather and Southerly breeze; in the latter part of the passage had Westerly and N.E. winds and rain.

AMOI SHIPPING.

ARRIVALS.
6, Hailong, British steamer, from Hongkong.
6, Agamemnon, British str., from Hongkong.
7, Aurora, British steamer, from Tamsui.
8, Nana, British steamer, from Bangkok.
8, Fida, British steamer, from Hongkong.
9, Iona, German bark, from Swatow.
9, Mozart, German bark, from Chefoo.
9, Strathmore, British str., from Shanghai.
9, Keelung, British steamer, from Swatow.
9, Hilda, German bark, from Hamburg.
9, Assens, Danish bark, from Newchwang.
9, Malvina, German bark, from Newchwang.
9, H. Bremer, German sch., from Chefoo.

DEPARTURES.
5, Diamante, British steamer, for Hongkong.
5, Kwangtung, British steamer, for Swatow.
5, Thales, British steamer, for Hongkong.
6, Agamemnon, British str., for Shanghai.
7, Hammonia, Ger. bark, for Newchwang.
7, Hailong, British steamer, for Tamsui.
7, Fokien, British steamer, for Hongkong.
8, Nana, British steamer, for Foochow.
9, Clara Babuyan, British bark, for Keelung.
9, Anna Bertha, Ger. bark, for Newchwang.

NAGASAKI SHIPPING.

ARRIVALS.
22, Hardwick, British steamer, from Shanghai.
22, Radnorshire, British steamer, from Kobe.
22, Hilda, British bark, from Shanghai.
23, Asia, German steamer, from Shanghai.
23, Dorothy, British bark, from Yokohama.
24, Tsuruga Maru, Japan, str. from Kobe.
25, Sumida Maru, Japan, steamer, from Kobe.
25, Oakland, British steamer, from Shanghai.
25, Evangelina, British bark, from Shanghai.
25, Awajishima Maru, Japan, str. from Yokohama.
25, Niigata Maru, Japan, str. from Yokohama.
25, Hiroshima Maru, Japan, str. from Kobe.
26, Sunda, British steamer, from Kobe.
26, Bangalore, British steamer, for Kobe.
26, Asia, Danish steamer, for Swatow.
27, Radnorshire, British str., for Shanghai.
27, Flintshire, British steamer, for Hongkong.
27, Hardwick, British steamer, for Europe.
28, Perle, British steamer, for Shanghai.
28, Nagoya Maru, Japan, steamer, for Kobe.

DEPARTURES.

21, Gervase, British steamer, for Hakodate.
21, Dorset, British steamer, for Yokohama.
24, Clara, German bark, for Shanghai.
24, Blackhills, British steamer, for Shanghai.
24, G. Constantine, Rus. str., for Wewstock.
24, Anton, German steamer, for Swatow.
25, Sumida Maru, Japan, str., for Hongkong.
25, Tsuruga Maru, Japan, steamer, for Korea.
25, Niigata Maru, Japan, str., for Shanghai.
26, Sunda, British steamer, for Kobe.
26, Bangalore, British steamer, for Kobe.
26, Asia, Danish steamer, for Swatow.
27, Radnorshire, British str., for Shanghai.
27, Flintshire, British steamer, for Hongkong.
27, Hardwick, British steamer, for Europe.
28, Perle, British steamer, for Shanghai.
28, Nagoya Maru, Japan, steamer, for Kobe.

SHIPPING IN HONGKONG.

STEAMERS.

August 10, ZEPHAN, British steamer, 749, T. Thomas, Saigon 5th August, General.—Arnhold, Karberg & Co.
August 5, ANTON, German steamer, 395, F. W. Schrader, Swatow 3rd August, Ballast.—Wieler & Co.
August 13, BAUMWALD, Dutch steamer, 1,200, T. C. Henrich, Odessa 7th July, General.—Siemssen & Co.
July 14, CHINKIAN, British steamer, 799, S. M. Orr, Canton 13th July, General.—Siemssen & Co.
June 29, CLIFTON, British steamer, 1,717, H. F. Holt, Newcastle 6th June, Coals.—Borneo Co., Limited.
September 28, CONQUEST, British steamer, 315.—Jardine, Matheson & Co.
August 13, DEUCALION, British steamer, 1,639, T. Purdy, Singapore 7th August, General.—Butterfield & Swire.
Fame, British steamer, 117, Stojani (lug plying) Hongkong and Whampoa Dock Co.
August 16, GREELONG, British steamer, 1,139, W. J. Webber, Bombay 23rd July, General.—P. & O. S. N. Co.
August 5, GLENELG, British steamer, 894, S. Nicholson, Portland (Oregon), June 29th, Timber.—Gilman & Co.
August 9, HANNA, British str., 284, J. Mooney, Tamsui 5th August, General.—Almoo & Co.
August 6, HOLLOWAY, British steamer, 866, Thos. Shaw, Saigon 1st August, Rice.—Butterfield & Swire.

April 14, HONGKONG, British steamer, 67.—Kwok Acheong & Sons.
August 4, JAPAN, British steamer, 1,865, T. S. Gardner, Calcutta 19th July, Penang 27th, and Singapore 29th, 2,052 chests Opium, 555 bales Cotton, 200 bales Gunnies, 7,410 packages Sundries.—D. Sassoon, Sons & Co.
August 13, KWANGTUNG, British steamer, 674, M. Young, Foochow 9th August, Amoy 11th, and Swatow 12th, General.—D. Laprak & Co.
August 3, LENNON, British steamer, 1,327, Scott, Calcutta 19th July, Sand Heads 26th, Penang 26th, and Singapore 29th, General.—Jardine, Matheson & Co.
August 13, NAM-VIAN, French steamer, 435, A. Garreau, Haiphong 10th August, and Hoihow 12th, General.—Shing Loong.
August 13, NIGATA MARU, Japanese str., 1,096, J. Wynn, Kobe 6th August, and Nagasaki 8th, General.—Mitsui Bishi M. S. S. Co.
August 13, NOKA, German steamer, 669, Wolke, Haiphong 8th August, Salt.—Ed. Schellhass & Co.
August 2, OLYMPIA, German steamer, 788, Wagner, Saigon 28th July, Rice.—Siemssen & Co.

August 14, ORESTES, British steamer, 1,323, Webster, London 30th June, and Singapore 8th August, General.—Butterfield & Swire.
July 25, PALADIN, British steamer, 866, Aubin, Saigon 21st July, General.—Arnhold, Karberg & Co.
July 10, PASIG, Spanish steamer, 284, F. Urribe, Manila 7th July, Ballast.—Remedios & Co.
August 10, RAJASWARAJAN, British steamer, 793, W. T. Hunter, Bangkok 2nd August, and Hoihow 9th, Rice and General.—Yuen Fat Long.
August 9, REMUS, British steamer, 652, W. Watt, Saigon 5th August, Rice.—Dunn & Melby.
Nov. 21, SEA GULL, American steamer, 48, Hayden.—China Traders' Insurance Co.
June 23, YUTUNG, British steamer, 286, H. Kennett, Quanghai 19th June, General.—Kwok Acheong & Sons.

SAILING VESSELS.
May 20, ALVA, Portuguese ship, 632, E. de Souza, Singapore 24th April, General.—Brandao & Co.
August 12, ANDREAS, German bark, 424, F. Hoyer, Newchwang 29th July, Beans.—Siemssen & Co.
August 10, ANNA, German bark, 447, N. Jessen, Newchwang 16th July, Beans.—Wieler & Co.
July 31, BEATRICE, British schooner, 66, Williams, Yap 11th July, General.—Caplain.
August 13, BUA CAVO, Siamese bark, 338, C. Lange, Bangkok 1st August, General.—Yuen Fat Long.
July 13, CATHERINE MARDEN, British 3-m. sch., 287, Marden, Newchwang 5th June, Beans and General.—Wieler & Co.
July 20, COMET, German ship, 1,063, D. Siegen, Cardiff 15th April, Coal.—Melchers & Co.
August 2, ELLA S. THAYER, Amer. ship, 1,098, D. O. Davis, Cardiff 15th March, Coals.—Order.
June 23, EMILEM, British ship, 1,152, V. Roberts, Cardiff 23rd February, Coal.—Russell & Co.
August 13, ERL KONIG, Ger. bark, 456, Nausch, Chefoo 4th August, General.—Siemssen & Co.
August 13, FAUGH BALACH, German schooner, 278, O. Britz, Chefoo 3rd August, General.—Carlowitz & Co.
August 13, FRANCES & AMANDA, German bark, 369, H. Borgwardt, Kamput 1st August, General.—Wieler & Co.
August 13, GLENURY, British 3-m. schooner, 282, D. Thomson, Whampoa 11th August, General.—Wieler & Co.
July 12, HANSA, German bark, 499, Dencker, Hamburg 26th February, General.—Arnhold, Karberg & Co.
July 28, INDIA, German bark, 938, F. Regener, Cardiff 12th April, Coals.—Melchers & Co.
August 7, INVINCIBLE, American ship, 1,460, Shukland, Cardiff 4th April, Coal.—Order.
August 10, LIVINGSTON, German bark, 531, H. Steffen, Newchwang 15th July, Beans and General.—Siemssen & Co.
July 17, LUCKY, Siamese bark, 424, E. Sequeira, Bangkok 27th June, General.—Chinese.
July 27, MAEL, British bark, 283, Snow, New York 6th March, Oil.—Russell & Co.
July 26, MAGENTA, British brigantine, 37, H. Coalvent, Freirehand, W.A., 25th June, Sandalwood.—Jardine, Matheson & Co.
August 10, MARIE, German bark, 439, G. Thomasschewski, Chefoo 21st July, General.—Melchers & Co.
July 28, MELBEEK, British bark, 867, H. Lightbody, London 14th April, General.—Russell & Co.
August 13, MINNA, German bark, 457, T. Daw, Whampoa 11th August, General.—Siemssen & Co.
June 25, NEREMAH GIBSON, American bark, 741, F. C. Bailey, Batavia 9th June, Ballast.—Russell & Co.
July 16, PAUL JONES, American ship, 1,258, E. A. Gerrish, New York 23rd March, General.—Russell & Co.
June 7, PAUL, German bark, 744, Klefthof, Hamburg 10th December, General.—Carlowitz & Co.
July 17, P. J. CARLETON, American bark, 986, J. A. Ambury, Cardiff 2nd February, Coal.—Order.
August 9, PRIMA DONNA, American ship, 1,450, Hatch, Manila 19th June, Sugar and Hemp.—Caplain.

Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Lagunian 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.
August 17, SAN FRANCISCO, German bark 251, Ah. Oltmanns, Newchwang 24th July, Beans.—Siemssen & Co.
In Port on 11th August, 1882.
Anna, German bark, 415 (Davidson)—H. A. Petersen & Co.
Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.
Aurora, British bark, (R. Milne)—Chinese.
Charon Wattana, Siamese ship, 555 (Ulrich)—Chinese.
Hilda Maria, German bark, 170 (Tennis)—Pasadag & Co.
H. Bremer, German bark, 332 (Bremer)—Pasadag & Co.
Ingoburg, German bark, 586 (Ipland)—Russell & Co.
Iona, German bark, 344 (Bohsen)—H. A. Petersen & Co.
Kjopenhavn, Danish bark, 353 (Magley)—H. A. Petersen & Co.
Malvina, German bark, 480 (Kluger)—Pasadag & Co.
Mozart, German bark, 234 (Storm)—Pasadag & Co.
Siam, Siamese bark, 294 (A. Thomsen)—Chinese.
Veloz, Dutch bark, 240 (Wilken)—H. A. Petersen & Co.
Wagrien, German schooner, 179 (A. Debbem)—H. A. Petersen & Co.

FOOCHOW.

In Port on 9th August, 1882.

Alexa, British bark, 425 (Robb)—Bathgate & Co.
Alina, Siamese bark, 347 (Iruhin)—Arsenal.
Almatia, American schooner, 387 (Lapham)—Kaw Hong Take & Co.
Gilead, Norwegian bark, 433 (Holter)—Gilman & Co.
Kaisow, British bark, 795 (Gadd)—Adamson, Bell & Co.
In Port on 8th July, 1882.
Alice Muir, British bark, 480 (Henry)—Forrester, Lavers & Co.
Alma, British bark, 308 (Newton)—G. G. Hopkins.
Argos, British brig, 289 (Johnson)—Nils Moller.
Clara, German bark, 419 (Linh)—Melchers & Co.
Corea, British bark, 581 (Law)—E. D. Sassoon & Co.
Crimea, British bark, 478 (Smith)—C. T. Wong & Co.
E. von Beaulieu, German bark, 330 (Oetting)—Ed. Schellhass & Co.
Fantasio, British bark, 696 (Deu)—Caplain.
Havlock, British bark, 1,078 (Jones)—Chapman, King & Co.
Herbert Black, American bark, 573 (Treat)—Order.
Hermann, German bark, 923 (Obernann)—Melchers & Co.
Hilda, British bark, 306 (Hemmingsen)—Nils Moller.
Kaiser, German ship, 1,240 (Miheman)—C. & J. Trading Co.
Louisa, German bark, 245 (Schierloh)—Eduard Schellhass & Co.
Louise Eugene, German bark (Guernion)—Carlowitz & Co.
Malleville, American ship, 994 (Harlow)—Russell & Co.
Obed Baxter, American ship, 916 (Baxter)—C. & J. Trading Co.
Orient, German bark, 460 (Roder)—Ed. Schellhass & Co.
Oscar Vidal, British bark (299)—Nils Moller.
Perle, British bark, 490 (Krusse)—Nils Moller.
Southern Cross, American ship, 1,129 (Bailey)—Order.
Tetuan, British bark, 437 (Hyne)—J. J. Buch-leister.
Trail of Union, French bark, 355 (Renou)—Schonhard & Co.

YOKOHAMA.

In Port on 5th August, 1882.

Clarissa B. Carver, American ship, 1,444, (J. B. Nicholls)—Finar & Co.
Daniel Barnes, American ship, 1,848, (J. G. Stoves)—C. & J. Trading Co.
Elae, German brig, 287 (Holm)—P. Bohm.
Lee-yih, British ship, 219 (W. J. Cargill)—M. B. Co.
Mary L. Stone, American ship, 1,458 (Field)—C. & J. Trading Co.
Northern Chief, British bark, 803 (Killam)—Ellies & Co.
Oswald, German bark, 445 (Boysen)—P. Bohm.
Queen Emma, British bark, 355 (Dow)—Walsh, Hall & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

July 31, SCHWAN, German bg., 276, T. Schroder, Chefoo 11th July, Beans.—Siemssen & Co.
August 10, SEA WITCH, American ship, 1,288, John H. Drew, Hiogo 24th July, General.—Russell & Co.
July 15, S. R. HENRI, American bark, 607, A. D. Barnard, Newcastle 5th May, Coal.—Ed. Schellhass & Co.
August 1, ST. JEAN, French bark, 388, J. Durand, Quinhon 22nd July, General.—Carlowitz & Co.
August 3, SURPRISE, American ship, 499, C. H. Averill, Newcastle, N.S.W., Coals.—Arnhold, Karberg & Co.
June 15, WALLS CASTLE, British bark, 625, H. A. Brown, Manila 6th June, Timber.—Caplain.

WHAMPOA.

July 15, CHRISTIAN, German schooner, 250, C. Kossow Newchwang 10th June, Beans.—Wieler & Co.
August 11, MINERVA, German brig, 319, P. Duhme, Newchwang 21st July, Beans.—Melchers & Co.

CANTON.

August 14, LEE-YUEN, Chinese steamer, 734, Lunt, Chefoo 5th August, General.—C. M. S. N. Co.
August 12, MINOPO, British str., 761, R. Cass, Shanghai 9th August, General.—Siemssen & Co.
July 29, WELLE, German steamer, 393, Massmann, Haiphong, and Hoihow 28th July, General.—Meyer & Co.

RIVER STEAMERS.

Ichagg, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-king, British steamer, 617, T. Benning—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiang-chow, British steamer, 159, Goggin.—Kwok Acheong & Sons.
Pawan, British steamer, 1,890, A. Benning—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 146, Hayland.—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, and Macao Steamboat Co.
Yut-sai, British steamer, 180, McDougall.—Kwok Acheong & Sons.

AMOI.

In Port on 11th August, 1882.

Anna, German bark, 415 (Davidson)—H. A. Petersen & Co.
Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.
Aurora, British bark, (R. Milne)—Chinese.
Charon Wattana, Siamese ship, 555 (Ulrich)—Chinese.
Hilda Maria, German bark, 170 (Tennis)—Pasadag & Co.
H. Bremer, German bark, 332 (Bremer)—Pasadag & Co.
Ingoburg, German bark, 586 (Ipland)—Russell & Co.
Iona, German bark, 344 (Bohsen)—H. A. Petersen & Co.
Kjopenhavn, Danish bark, 353 (Magley)—H. A. Petersen & Co.
Malvina, German bark, 480 (Kluger)—Pasadag & Co.
Mozart, German bark, 234 (Storm)—Pasadag & Co.
Siam, Siamese bark, 294 (A. Thomsen)—Chinese.
Veloz, Dutch bark, 240 (Wilken)—H. A. Petersen & Co.
Wagrien, German schooner, 179 (A. Debbem)—H. A. Petersen & Co.

FOOCHOW.

In Port on 9th August, 1882.

Alexa, British bark, 425 (Robb)—Bathgate & Co.
Alina, Siamese bark, 347 (Iruhin)—Arsenal.
Almatia, American schooner, 387 (Lapham)—Kaw Hong Take & Co.
Gilead, Norwegian bark, 433 (Holter)—Gilman & Co.
Kaisow, British bark, 795 (Gadd)—Adamson, Bell & Co.

SHANGHAI.

In Port on 8th July, 1882.

Alice Muir, British bark, 480 (Henry)—Forrester, Lavers & Co.
Alma, British bark, 308 (Newton)—G. G. Hopkins.
Argos, British brig, 289 (Johnson)—Nils Moller.
Clara, German bark, 419 (Linh)—Melchers & Co.
Corea, British bark, 581 (Law)—E. D. Sassoon & Co.
Crimea, British bark, 478 (Smith)—C. T. Wong & Co.
E. von Beaulieu, German bark, 330 (Oetting)—Ed. Schellhass & Co.
Fantasio, British bark, 696 (Deu)—Caplain.
Havlock, British bark, 1,078 (Jones)—Chapman, King & Co.
Herbert Black, American bark, 573 (Treat)—Order.
Hermann, German bark, 923 (Obernann)—Melchers & Co.
Hilda, British bark, 306 (Hemmingsen)—Nils Moller.
Kaiser, German ship, 1,240 (Miheman)—C. & J. Trading Co.
Louisa, German bark, 245 (Schierloh)—Eduard Schellhass & Co.
Louise Eugene, German bark (Guernion)—Carlowitz & Co.
Malleville, American ship, 994 (Harlow)—Russell & Co.
Obed Baxter, American ship, 916 (Baxter)—C. & J. Trading Co.
Orient, German bark, 460 (Roder)—Ed. Schellhass & Co.
Oscar Vidal, British bark (299)—Nils Moller.
Perle, British bark, 490 (Krusse)—Nils Moller.
Southern Cross, American ship, 1,129 (Bailey)—Order.
Tetuan, British bark, 437 (Hyne)—J. J. Buch-leister.
Trail of Union, French bark, 355 (Renou)—Schonhard & Co.

YOKOHAMA.

In Port on 5th August, 1882.

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Daniel Barnes, American ship, 1,848, (J. G. Stoves)—C. & J. Trading Co.
Elae, German brig, 287 (Holm)—P. Bohm.
Lee-yih, British ship, 219 (W. J. Cargill)—M. B. Co.
Mary L. Stone, American ship, 1,458 (Field)—C. & J. Trading Co.
Northern Chief, British bark, 803 (Killam)—Ellies & Co.
Oswald, German bark, 445 (Boysen)—P. Bohm.
Queen Emma, British bark, 355 (Dow)—Walsh, Hall & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Nagasaki.
Champion, corvette, 14 guns, Captain W. L. H. Brown, Japan Sea.
Cleopatra, corvette, 14 guns, Captain C. J. Vidal, Japan Sea.
Comus, corvette, 14 guns, Captain J. W. East, en route to Hongkong.
Curacao, corvette, 14 guns, Captain S. Long, Japan Sea.
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Japan Sea.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Japan Sea.
Essex, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying-Fish, sloop